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Transitway opens

The Transitway is elevated above the center of the existing freeway where widening wasn't an option. The area involves Martin Luther King Blvd. to Slauson Ave. and Jefferson Blvd. to 23rd Street. Total distance is 2.6 miles. The elevated sections rest upon giant reinforced concrete "viaduct" columns.

In addition, 49 columns support the raised portion of the Transitway superstructure. Each is constructed atop a massive steel shaft extending as deep as 93 feet below the ground surface. These columns incorporate the latest in seismic design and safety technology. The remaining 7.7 miles of the Transitway is at grade level.

The freeway had to be widened 35' on each side to accommodate the Transitway. A 12' buffer lane separates the Transitway from the rest of the freeway because during peak travel hours, traffic on the facility moves much faster than traffic in the regular freeway lanes.

A 9.3 mile section south of Route 91 between San Pedro and Pacific Coast Highway was also widened

from six to eight lanes, but unlike the Transitway buses and carpools travel with mixed-flow traffic.

New technology played a big part in construction of the elevated viaduct. A moveable truss system, which is a customized falsework platform, allowed the erection of a complete span without disrupting traffic below.

From the very beginning, Caltrans realized city street traffic would be affected due to construction. Therefore, we co-ordinated our efforts with the Los Angeles City Dept. of Transportation who adjusted the timing of traffic signals on adjacent streets such as Broadway and Figueroa.

The Freeway Service Patrol also played a major role in alleviating traffic congestion during construction of the Harbor Transitway by removing disabled vehicles from the freeway. A special hotline number for commuters was created to provide construction updates.

It took a concerted effort by all branches from start to finish to make the Transitway vision a reality. Planning, Right-of-way, Project Design, Construction, Traffic Management

and Public Affairs all played major roles in the successful completion of the project.

Robert Sassaman, Chief Deputy of District 7 said, "The Harbor Freeway Transitway is a prime example of the district's commitment to quality in transportation. Congratulations to everyone involved! This project shows what we can accomplish working together as a team. The Transitway is a model project we should all be proud of."

Sassaman also noted that without the patience and understanding of the community, building the Transitway would not have been possible.

Caltrans wishes to thank Roger Kozberg, President of the L.A. Coliseum Commission who ran a message on the huge changeable message sign adjacent to I-110 which said, "CONGRATULATIONS CALTRANS AND THANK YOU FOR KEEPING L.A. ON THE MOVE"

Project Facts:

- *Transitway Study began in 1979*
- *Final Environmental Impact Statement approved March, 1985*
- *Construction started in 1989*
- *One million cubic yards of concrete was used*
- *16 million pounds of steel used*
- *Cost of the Elevated Viaduct was \$51 million*
- *Total cost of the 19.6 mile widening project was \$498 million which was \$50 million under budget - a real accomplishment for a project of this magnitude and complexity*



DEAN R. DUNPHY
Secretary, Business, Transportation and Housing Agency

PETE WILSON
Governor

JAMES W. van LOBEN SELS
Director, California Department of Transportation

COMMITTED TO EXCELLENCE IN SERVICE

INSIDE SEVEN

Ken Steele, District Director

Caltrans District 7 Employee Newsletter

September 1996

HARBOR FREEWAY - L.A.'s FIRST ELEVATED TRANSITWAY OPENS TO TRAFFIC

by Rick Holland

After several years of planning and hard work, the 110 Harbor Freeway Transitway is now available to make the commute from San Pedro to Downtown Los Angeles a lot easier. For weeks prior to the opening, Caltrans was blitzed with phone calls from the media and public asking when it would be ready.

That day came on June 26 at 10:45 a.m. when a CHP cruiser with flashing red lights escorted rideshare vehicles onto L.A.'s first elevated Transitway.

Robert Sassaman, Chief Deputy of District 7 was the host at the grand opening event which took place on the Transitway - 50 -feet above the freeway. The theme was "Unlocking Congestion." Dean Dunphy, Secretary of Business, Transportation and Housing Agency, was the keynote speaker. He said in part, "A new era in highway engineering has begun. What you see today - is a model for future freeway expansion in heavily populated areas of California. Caltrans has looked up instead of out to solve urban congestion while preserving valuable real estate."

With California's population rapidly increasing as well as goods and movement, the need for improved transportation among LAX, port traffic and the downtown business area is vital to the health of the local economy. The Transitway project is a positive step in that direction.

"It was great," said Julie Allomong, a downtown worker who drove on the

Transitway the night it opened. She made it home to Playa del Rey in 22 minutes instead of her usual 45 minute mixed-flow trip. Allomong said she didn't even notice she was 50-feet

and the Glenn Anderson Freeway (I-105) HOV lanes

- Eight park/ride lots
- I-110 bus rider transferability
- Capability of handling rail down



"Unlocking Congestion" front row left: Robert Sassaman, Chief Deputy, District 7, Caltrans Secretary Dean Dunphy, Business, Transportation & Housing George Deukmejian, former Governor of California

Back row left: Glenn Clinton, Chief, District Operations - B, Federal Highway Administration Roger Kozberg, President, Los Angeles Coliseum Commission Robert Forrest, Assistant Chief, California Highway Patrol (Not shown: James de la Loza, Executive Officer, Metropolitan Transportation Authority)

above the actual freeway.

Special features of the Transitway include:

- Nine median ingress/egress
- Nine transit stations - 105/110 opened the same day as the Transitway. The rest will open as construction completes between 1996 and 1997.
- Direct connections between I-110

the median in the future

The interim terminus or "North ending" of the Transitway consists of HOV ramps to and from 39th Street, and the extension of the HOV lane as a mixed flow lane. The ultimate terminus (estimated completion date early 1997) will provide additional HOV ramps to and from Adams Boulevard.

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Director's Chair

The Road Ahead

The climate is one of change. We see it at Caltrans, The environment around us and throughout the country. Technology is one of the key elements driving the need to change. We have only one choice: Adapt.

At Caltrans - We are changing the way we do business. We are leaner and getting to be technologically smarter. The world of computers is teaching us more efficient ways to conduct business and serve our clients. The opportunities are limitless.

With this in mind, now is the time to ask yourself..... Where do I fit in this technologically changing world? Do I have the skills required to be competitive? Over time, we all have a tendency to become comfortable, complacent, but change is inevitable. It's something you can't resist. The comfort zone can be detrimental to one's success. You must not allow yourself or your productivity to be smothered by it. Here are a few tips that might help you adapt to a changing business world:

- Versatility..... is a key element in being competitive. It's almost a necessity to be a "Jack or Jill-of-all-Trades." Be willing to try new tasks.
- Be prepared....

- Focus..... know who you are and what your skills are. Hone in on your skills. Understand your strengths and weaknesses and improve on them.
- Courage..... don't be afraid of change, sometimes change can be the best thing that ever happened to you



Yes, things are changing but our commitment to quality and excellence in transportation must not.

- Knowledge..... go to your local library or book store and read about the new trends that are taking place in the work place. Be aware of your environment.

- Act..... demonstrate initiative, don't wait around until you are forced to make a move. Take hold of your own destiny. The time to act is now!

Yes, things are changing but our commitment to quality and excellence in transportation must not.

Change also offers us challenges that I believe as a team we can meet. For instance, Phase I of the Seismic Retrofit Program is near completion. The statewide goal was to have completed construction of all Phase I bridges

by the end of last December. Headquarters informed us that the Department as a whole achieved 90% compliance. District 7 topped that by completing 93.12% of its projects.

I know many long dedicated hours went into producing this successful effort. Many thanks to all involved in this difficult deadline assignment.

Construction-wise - The Harbor Freeway Transitway opened in June - \$50 million under budget! This is a major accomplishment for the district. The project features the first ever elevated viaduct in Los Angeles.

Despite the massive reconstruction involving one of the busiest freeways in the nation, Caltrans managed to keep the I-110 open to traffic during peak commute times.

Another construction effort underway till the year 2000 or so involves adding High Occupancy Vehicle Lanes to nearly all freeways in Los Angeles County. The exceptions are Routes 101 and the 710. Recently, we opened two new HOV lanes on Routes 134 and 170. Caltrans'

HOV Program is the most extensive in the country.

Looking ahead— other projects coming up which will be funded out of the \$500 million originally set aside for the Metro Red Line San Fernando Valley East/West extension include:

- Route 30 - construct an eight lane freeway with two HOV lanes
- Construction of the Harbor Transitway's transit stations
- Construction of the 57/60 HOV direct connectors
- Adding HOV lanes to the 405 from Route 90 to I-10
- Widen and add passing lanes on Route 138 from Longview to Route 18
- A new Route 138 alignment expressway from Route 14 to 50th Street
- Adding HOV lanes to I-5 from Route 91 to the 605
- Route 1 and Route 90 Playa Vista/ Dreamworks access and improvements
- The 1996 SHOPP (State Highway Operation Protection Program) budget for District 7 over the next four years is \$176 million. These funds are basically earmarked for pavement rehabilitation and other road maintenance projects.
- The State's Seismic Retrofit Program remains a priority. Construction

INSIDE SEVEN

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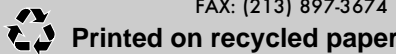
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Chuck O' Connell Retires After 36 Years of Dedicated Service

by Rick Holland

Chuck O' Connell, District 7's Division Chief of Operations, retired after 36 years of dedicated service with Caltrans. Chuck was widely recognized as a leading figure in the field of engineering. He was at the forefront of several high-profile projects while at Caltrans.



O' Connell said he was proud to have been a part of Caltrans when the freeway system was evolving. He referred to California's transportation system as an "Engine of Commerce". He went on to say that historically, "the societies with the best transportation systems are the societies that have led the way economically and California's freeway system has made it the great state it is today."

O' Connell's words of wisdom to the younger engineers at Caltrans are, "To continue to take congestion seriously. Caltrans is in the business of moving people and goods and we need to continue to focus on that."

In retrospect, O' Connell said that Caltrans has always been a caring organization towards the public and it's employees and he hopes it will continue to be that way.

O' Connell began his career with the Division of Highways in Design B. He rotated into Construction, Surveys and Hydraulics. After his rotation assignment was complete, he was assigned to Hydraulics where he stayed for two more years.

It was during this assignment that he met his lovely wife, Elaine, who was also a District 7 employee. They were married in 1965.

From 1964 to 1968, O' Connell worked in Design A where he was promoted to Associate Highway Engineer. During these four years, he supervised the design of Route 210 from Sunland Boulevard to Lowell Street and the 14 mile stretch of Pacific Coast Highway from Malibu Canyon to the county line.

After his stint in Design was complete, O' Connell went on to become Chief of Transportation Planning from 1976 to 1979. He was responsible for developing relationships with the regional transportation agencies and local transportation commissions. In 1979, he was assigned to a new position, Chief of Traffic Operations Systems.

O' Connell moved quickly up the ladder. In 1968 he was promoted to Senior Traffic Engineer. Subsequently in 1972, he became Chief of Design A, the department that designed and built the \$2.25 billion Glenn Anderson Freeway.

The experience he gained from heading the Transportation Planning Branch and Traffic Operations Systems prepared him for one of the biggest challenges of his engineering career. The 1984 Olympic Games in L.A. One burning question was, how to handle all the extra traffic. Everyone expected chaos but traffic moved smoothly during the two week international sporting event due to heavy coordination among local government agencies, law enforcement and Caltrans. Businesses cooperated by allowing employees flex time while trucks delivered goods at night. Much of the success of the event was attributed to the leadership of Chuck O' Connell.

In 1985 he switched gears and became Chief of the Maintenance Field Branch. Here he was responsible for supervising 1200 employees, a \$65 million annual budget and maintaining over 1600 miles of state highways. After this he promoted to Deputy District Director in charge of Project Development Support from 1988 to 1990. He oversaw the design of the \$500 million Harbor Transitway. O' Connell went on to assume traffic management duties as Division Chief of Operations in March 1992. In that capacity, he oversaw a \$280

million upgrade of the Traffic Operations field systems as well as the Traffic Management Center, which is responsible for freeway traffic management in the Los Angeles area.

In 1993, O' Connell's many accomplishments were recognized when he was named winner of the prestigious "Charles H. Purcell Award," which honors Caltrans' preeminent achievers in engineering. Prior to that, he also received the San Fernando Valley Engineering Council's Distinguished Engineer Award in 1991.

"I've always been impressed with the employees at Caltrans. They were professional, capable and dedicated. Their spirit of public service inspired me. The things that I achieved in my many years at Caltrans couldn't have been done without their support," O' Connell said.

Bob Sassaman, Chief Deputy Director said, "Professional, energetic, honest, trusted, hardworking, dedicated, innovative, sensitive, relentless, determined, goal-oriented, employee oriented.... just some of the terms I've heard over the past 30 years describing him.

O' Connell graduated cum laude from Manhattan College in New York in 1959, and received the class medal for civil engineering. He also attended UCLA and USC where he completed graduate studies in engineering, planning and public works.

O' Connell is a registered civil engineer and traffic engineer. He is a fellow of both the American Society of Civil Engineers and the Institute for the Advancement of Engineering. He's also a member of many organizations, including the Institute of Transportation Engineers, Professional Engineers in California Government and Chi Epsilon, the national civil engineering honor fraternity. He's a past member of the Los Angeles Area Chamber of Commerce.

O' Connell lives in Sylmar with his wife Elaine and son Paul. His hobbies include hiking and gardening.

the opportunity to be part of the 110 Harbor Freeway Transitway Project.”

Michelle E. Smith, Senior Transportation Engineer - recommended contract acceptance and relief of maintenance for the Transitway. She also was responsible for preparing contract documents and drawings for bids on the Transitway northern terminus from 1988-92.

Mohamed Iqbal A. Toorawa, Transportation Engineer- reviewed and monitored traffic handling plans. Monitored ramp meters during various construction stages. Investigated public complaints and developed solutions in conjunction with resident engineers.

Mateos Matevosian, Transportation Engineer - was involved in soundwall

safety features of the project so that the finished facility conformed to current Caltrans Traffic Safety practices.

Tadesse Teferi, Chief of Construction - “The challenge presented to the construction staff working on I-110 was to build the complex structure without taking away a lane during normal commute hours.” Teferi was responsible for creating the construction team and organizing the various contracts. He was also instrumental in identifying the completion dates for the various projects. He conducted quarterly meetings for the major contractors and addressed mutual issues and concerns that were critical to the successful completion of the I-110.

Bassem A. Kabbara, Transporta-

Tony Velaquez, Transportation Engineer - was the Assistant Structures Rep. on Project 16-1. It was his responsibility to supervise the construction of three highway bridges and five retaining walls between Jefferson Boulevard and 37th Street.

John Scott, Transportation Engineer - currently working as the Assistant Structure Rep. on Project 11 where he oversees the construction of the Manchester Ave. Bus Station and Manchester Avenue Undercrossing. “These structures were built without closing the six lanes of Manchester Avenue, creating many challenges during the two-stage, three-year construction period.” The bus station is now in phase two of its construction. Prior to this assignment he worked on Projects 13 and 14, the construction of the widening of Martin Luther King Boulevard Undercrossing and the elongated 49th Street Overcrossing which passes beneath the HOV viaduct. Scott worked with Chris Evasius, Joseph Smith, Michael Broadwater, Douglas Franco, Howard Zebell and Yui Fe Tu formerly of Caltrans on these projects.

He says even though they are no longer with Caltrans, they all deserve honorable mention for their efforts in constructing the Transitway.

Aythem Al-Saleh, Transportation Engineer - was involved in the design and construction phases. During the design phase, “I was project engineer for Project 16-2.” In the construction phase, he worked with Structures overseeing the construction of the Artesia Transit Center.

Stephen Prater, Electrical Engineer - co-ordinated the efforts of the City of L.A., D.W. P., Edison, and Caltrans on the electrical projects of the Transitway.

tion of bridges in Phase 2 of the Seismic Retrofit program is scheduled for completion December, 1997.

In addition, there have been many positive changes in Maintenance and we can look forward to many more. Regional managers now have the authority to sign contracts for up to \$15,000 which allows managers to speed-up the process in which they order and receive goods. This process is called “Just in Time Delivery.”

Maintenance is forming its own design team to handle emergency projects and some minor projects. This will alleviate the need to give up the districts highway maintenance dollars to other district's simply because we don't have projects ready within a certain time frame. The new design team may create several new engineering positions in Maintenance.

Total Quality Management has been a priority in Maintenance. Upper management has already been trained. Maintenance lead-workers should also be trained by now. Rank and file will begin their training soon and TQM will be fully implemented. The con-

cept behind TQM is everyone having input. If everyone plays a part in developing ideas, the end product will be that much better.

With California's population steadily on the rise, congestion management will continue to be a challenge for Caltrans. We must continually devise new ways to improve our transportation system and improve safety conditions on our roads and highways. There are several things underway to achieve this:

- New Advanced Traffic Management Systems
- Electronic Toll Collection
- Ridesharing
- Telecommuting
- Collision Warning Systems for trucks and buses is also expected to be available for cars by the end of the decade.
- Intelligent Cruise Control which operates on infrared or radar to automatically adjust vehicle speed is now under development.
- Route Guidance Systems in vehicles, based on Global Positioning Systems is already available on a

regional basis.

In closing- I want to commend those of you who have had to juggle your work assignments as we streamline our organization. One way we can all be successful in this kind of undertaking is through effective communication. That means -

- Discussing your assignments for clarification
- Taking time to listen
- Keeping your supervisor informed of your progress
- Sharing information from meetings, conferences, etc.
- Encouraging project discussions
- Welcoming new ideas

The road ahead is challenging, but I know from past accounts that District 7 will continue to lead the way to keep California moving.

KEN STEELE
District Director



design. He analyzed and designed most of the Transitway's soundwalls to determine the locations, height and length of the walls.

Wallace J. Rothbart, Chief Project Dev. A - was responsible for the design of the Transitway. Project Development A worked closely with the construction staff and local interest groups to complete the tasks necessary to open the Transitway. Presently, his staff is working closely with the MTA on reaching agreements on maintenance and security of the Transitway at the bus stations and park/ride lots scheduled to open later this year.

Zouheir Saleh, Senior Bridge Engineer - was the structure representative on projects 16-2, 16-1 and Project 4.

R. K. Fukumoto, Transportation Engineer - was co-chairperson of the District Safety Review Committee that conducted office and field reviews of the various design and construction phases. The committee made recommendations related to the

tion Engineer - worked on the Transitway since 1992 as structures inspector on Projects 7, 13 and 14. The work involved asphalt concrete, PCC pavement, drainage, sewer and local street construction. He participated in the construction of the HOV viaduct and the bus station at Slauson. Presently he is working in Structures finalizing Projects 13 and 14.

April Parrott, Office Tech/Manager - worked briefly on several construction projects. She coordinated work at the Carson construction office and made sure the crews got needed materials.



Unlocking Congestion



Teamwork Built 110 Transitway



Teamwork - Webster defines it as a cooperative effort by members of a group to achieve a common goal.

Seven years, 16 million pounds of steel and one million cubic yards of concrete later, the 110 Harbor Freeway Transitway serves as a monument to the dedication and commitment of those who worked on it. Featured below are some of the men and women of District 7 the roles they played in helping build Los Angeles first overhead Transitway.

Sonny Poolsawat, CT civil engineer - Geometric design - worked on the geometric design of the Transitway, traffic plans and preliminary estimates.

Joe Boyd, Division Chief-R/W - provided direction to his agents who assisted displaced residents with relocation housing.



Members of the Transitway Team from left to right are Reza Ameri, Azzam Saad, Rudy Chong, Michael Perovich, Zouheir Saleh, David Sluga and Bassem Kabbara.

Cleavon Govan, Senior Environmental Planner - said some of his more memorable experiences were.....community opposition to the relocation of the Rosecrans park-and-ride lot. Problems associated with the northern terminus design involving Orthopedic Hospital and the local preservation groups.

Ron Kosinski, Chief, Office of Environmental Planning - directed the preparation of the Environmental Impact Report/Statement which involved many public hearings and mitigation meetings. (Kosinski became involved with the Transitway

project July, 1979.)

George Hayakawa, Senior Transportation Engineer-remembers leaders of the Transitway project such as **Court Burrell**, **Dave Kilmurray**, **Paul In**, **Frank Quon** and **Wally Rothbart**. Then too - when Branch A was given the green light to be on the fast track to deliver six projects in seven months in an effort to capture discretionary federal funds. (Hayakawa served as design coordinator for Branch A beginning in 1988.)

Milton Watanabe, Senior Transportation Engineer- was involved in

co-ordinating and monitoring various projects on the I-110.

Jose Ventocilla, Senior Transportation Engineer- was in charge of the northern section of I-110 beginning in 1990.

Andy Shigenaga, Senior Transportation Engineer- in charge of the southern portion of the Transitway since July, 1995.

Reza Ameri, Resident Engineer - started on the Transitway in 1992 and worked on three major projects. Ameri's role was basically the administration of construction work. His projects were completed on time and

dian of I-110).

Ismail Barati, Civil Engineer- was part of the design group responsible for oversight on three projects (11,13,14) on the Transitway. The design was done by Deleuw, Cather and Co. Most of Barati's time went into Right-of-way certifications.

Jin S. Lee, Project Engineer- was involved in the design of many of the Transitway projects. He also worked with Construction/Design Support.

The team of **Ken Whitehead**, **Lana Reyman**, **Sonny Poolsawat** and **Sho Tagashira** - worked on designing the

nior Resident Engineer on Project 15, the elevated viaduct section between Slauson and Martin Luther King Blvd., in May, 1990. This project had several complex issues associated with it: traffic handling, contractual design approvals, and methods of median viaduct construction. Perovich said, "the challenge on this section of the Transitway was to construct the 50 viaduct spans over live traffic. Using the basic design concept provided by Caltrans and the provisions of the contract which allowed alternative designs, the contractor developed an innova-

The work and the co-operation of consultants Harris and Assos. on the first construction phase, and Centennial Engineering on the second phase were indispensable and greatly appreciated.

Since Harbor Transitway construction consisted in large part of bridges, retaining walls, and soundwalls, the contribution of the Office of Structures Construction cannot be overestimated. Key structure players included **Rudy Chong**, **Jon Rohrer**, **Ken Burkle**, **Roy Fisher**, **Dan Freeman**, **Tom Brown** and **Zouheir Saleh**, among others.

Perovich also noted that the sophis-

ants. In addition, he reviewed contract change orders and invoices. Davis said the work was sometimes stressful, but he learned a lot. He feels a sense of pride when he drives on the 110 and sees the completion of his projects.

Leon Romero, Transportation Engineer- said his involvement with the Transitway was a great challenge. (He was part of the design team that prepared the PS&E packages for the northern terminus and the award winning Artesia Transit Center.)

Keith Teraoka, Transportation Engineer- was responsible for consultant oversight and the design of the southern most project.

Stanley Mixon, Civil Engineer - worked on the geometric design of Transitway from Slauson Avenue to Adams Boulevard.

John Yang, Transportation Engineer - was involved in consultant oversight and prepared the striping plan in the median for car pool lanes.

Marcela Santilla, Transportation Engineer- designed geometrics on the intergraph machine, prepared PS&E, calculations and estimates.

Lawrence Staley, Senior R/W Agent- was responsible for delivering right-of-way required for the Transitway. He said the acquisition was the most difficult encountered by the Right-of-Way Division in many years. Partial takings of every conceivable type of property were purchased in a very compressed time frame.

Romy Robeniol, Transportation Engineer- established the geometrics for the Artesia Transit Center and Project 14 from Vernon to Exposition Boulevard.

Manolo P. Binotapa, Transportation Engineer - assisted in the design

of the drainage system at several locations along the Transitway. Also did calculations (water surface profiles) for structure access to the Artesia Boulevard Transit Center from Cassidy Street and 182nd Street bridge widening. In addition, he performed the geometrics for the 91/110 interchange to Gaffey Street.

Gary H. Roller, Transportation Engineer Tech- performed environmental investigations for proposed soundwall locations. This included noise measurements and noise studies for the design of soundwalls in residential areas.

Donald C. Todt, Associate R/W Agent- acquired the 14 acres needed for the Transitway park/ride lot at Artesia and Vermont. There were numerous issues that needed to be resolved to acquire this property including a severe hazardous waste problem. Todt also helped acquire the property at 38th Street and Grand Avenue. Purchase involved relocating the Los Angeles Coliseum sign on the east side of the Harbor Freeway. The sign was constructed for the 1984 Olympics. It is over 159 ft. in height and is one of the largest outdoor advertising signs in the western United States.

Martin Coronado, Transportation Engineer - helped design the drainage for the Transitway. He said the projects were challenging due to the fact that they were built onto an existing freeway. New drainage systems were designed in an effort to avoid existing utilities as well as other existing drainage systems. One major challenge was the rerouting of huge reinforced concrete pipes through city streets and then back to our right-of-way. "I am glad I had



within budget.

Dave Sluga, Resident Engineer- contract administration for the Transitway since 1992.

Durgesh C. Regmi, Resident Engineer- responsible for contract administration of Projects 13 and 14 since April, 1995.

Jose Moreno, Resident Engineer- was involved in Projects 6, 5, 5-2, 2, and 2-1.

Rajandra T. Patel, Resident Engineer - helped start the South Bay Construction field office in March of 1989. He worked on Project 10 (Gage to 76th St.) In January 1993 he became resident engineer for Projects 7-1 and 7-2. In August 95 he became resident engineer of Project 6-2. Patel is presently resident engineer of Project 18 (4 bus stations in the me-

traffic control plans. This involved pavement delineation, pavement striping, markers, delineators, etc. Included were delineation for the ingress/egress areas; special HOV connectors linking 110 to 105, park/ride lots and the merging of MTA buses in and out of the bus stations. A lack of sufficient clearance at the 105 bus station, located in the median between the bridge columns, required buses approaching the station to crisscross to the left of the station platform so passengers could enter and exit on the right side of the bus to the station platform. After leaving the bus station, the buses then crisscross again to orient themselves to return to the HOV lane.

Mike Perovich, Chief Office of Construction Field-South- became Se-

utive method of combining the final design with the construction methods to be used. This provided for eight movable steel trusses which functioned as both falsework and as a superstructure soffit form.

The movement of the trusses was as complex as it was fascinating. Perovich added, that while the elevated portion comprises only a portion of the Transitway, it symbolizes the project for everyone concerned. Up to July, 1995 a large portion of the Transitway administration was performed by consultants. This meant the district personnel associated with the projects played key roles in the coordination of consultant use. The key players were: **Kent Mehta**, **Raj Patel**, **Youssefzadeh**, **Jose Ventocilla** and **Jose Moreno**.

ticated traffic management plan developed for the Harbor Freeway Transitway played an integral part in the success of the project. Largely coordinated by Traffic's **Al Iwamasa**, the plan included Highway Advisory Radio (HAR), changeable message signs, co-ordination with trucking firms, rideshare promotion and contacts with resident groups.

Marvin Davis, CT Civil Engineer- worked for five years in Branch A. He was mainly involved with the freeway widening between 37th Street and Colden Avenue. Davis worked with design consultants Parsons Deleuw to make sure they were in compliance with Caltrans's standards. He also acted as a liaison for various agencies to insure that their concerns and comments were addressed by the consult-



I-110 in 1982 south of Santa Barbara St., now MLK Jr. Blvd.